



WisDOT/City of Madison
Thursday, October 21, 2004
Madison Municipal Building, Room LL110
4:45pm – 6:15pm

People Attending

Judy Bowser, Madison Long Range Transportation Committee
Matt Logan, Madison Long Range Transportation Committee
Ken Golden, Madison Long Range Transportation Committee
Jesse Kaysen, Madison Long Range Transportation Committee
Mark Shahan, Madison Long Range Transportation Committee
Chris Carlson, Madison Long Range Transportation Committee
Bob Schaefer, Madison Long Range Transportation Committee
Chuck Erickson, Madison Long Range Transportation Committee
Charles Thimmesch, Madison Long Range Transportation Committee
Dave Trowbridge, City of Madison staff
Michael Waidelich, City of Madison staff
Barb Feeney, WisDOT District 1
Sandy Beaupre, WisDOT BOP
Kenneth Newman, WisDOT BOP
Jonquil Johnston, WisDOT BOP

1. Overview of WisDOT's meeting purpose and WisDOT's long-range plan, *Connections 2030*, by WisDOT staff: The meeting began at 4:00. Casey Newman, WisDOT, gave an overview of WisDOT's long-range plan *Connections 2030*. WisDOT is seeking input on transportation planning issues from larger Wisconsin cities at this point. *Connections 2030* is scheduled to be completed in 2006.
2. Gathering of input from City of Madison: Discussion focused on the following topics:
 - a. Connections 2030 30 year planning horizon
Members of the City of Madison's Long Range Transportation Committee, hereafter referred to as Madison members, asked WisDOT why a planning horizon ending in the year 2030 was selected. Madison members wondered if the planning horizon would be better set to the year 2050. WisDOT explained the 30-year timeframe was selected to be consistent with MPO level planning and federal requirements. WisDOT further stated that a 30-year planning horizon allows for more accurate modeling and projections.
 - b. Connections 2030 Corridors
Madison members asked about accounting for priorities across regions and the state. WisDOT explained the corridors framework for *Connections 2030*. The corridors were identified using passenger and freight movements. WisDOT stated the corridors identified in the long-range plan

would allow community and regional transportation related issues to be addressed beyond the pavement and right-of-way and to prioritize resources.

Madison members asked about the breadth and size of the corridors. WisDOT provided some examples, elaborating that the corridors will include such infrastructure as rail lines, bicycle paths, and intercity bus routes. The boundaries of the corridors are loosely based around county lines. Madison members expressed concern that county defined boundaries may exclude certain stakeholders who aren't in a particular county, but who may use the transportation facility.

Madison members asked if WisDOT was considering new corridors. WisDOT responded the corridors are not new in the sense of newly designated right-of-way.

Madison members raised the issue of corridors ending in major urban areas, feeding the traffic into the municipal transportation system. They commented that transportation issues for the city of Madison are driven by decisions outside the corridor or the metropolitan planning organization boundary. Madison members stated that corridors should address the true termini of traffic from outlying areas into cities.

c. Land Use

Madison members asked if analysis of land use and secondary impacts of WisDOT investments would be part of the long-range plan. WisDOT stated that the plan would cover issues under the purview of safety and access. The planning process will look at the relationship of local land use decisions and WisDOT's investments in the state transportation system. Members referenced the state comprehensive planning law. WisDOT stated it is still unclear how state agencies deal with local comprehensive plans and that WisDOT is exploring the issue. During the Connections 2030 planning process, WisDOT will look at local comprehensive plans to identify recurring issues across Wisconsin.

Madison members asked a number of specific questions about land use issues such as compact development and visioning. WisDOT responded the state long-range plan will be general in scope, but coordinated with MPO long range plans. The MPO plans will provide more detailed analysis, such as land use and cost alternatives.

d. Broad Perspective During Connections 2030 Planning Process

Madison member expressed the need for analysis to occur from a wider perspective. They stated many transportation issues originate outside the immediate metropolitan area. They felt there is a need to address how and where roads terminate. The urban network in Madison is not able to absorb much more capacity. Many roads are already at capacity and the absolute number of commuters is increasing. They asked WisDOT to think broadly in the Connections 2030 planning process and to look beyond corridor boundaries.

e. Stakeholder Groups

Madison members asked what kinds of stakeholders were participating in the planning process. WisDOT responded with details about the public involvement activities conducted to date and planned for the future phases. WisDOT provided information about the Connections 2030 survey conducted in the spring of 2003, focus groups, the meetings with major metropolitan areas, the meetings with interest groups and various other stakeholders, and other activities. Madison members asked if WisDOT had met with groups representing elderly and disabled

interests. WisDOT responded meetings had been held with numerous elderly and disabled groups, including the Coalition of Wisconsin Aging Groups and the Wisconsin Council for the Blind.

f. Transportation Alternatives

Madison members said they advocate increasing alternatives available to people to reduce the number of vehicles on the road. WisDOT responded that the long-range plan will be a multi-modal plan and there will be policies for multiple modes of transportation. Madison members they are more interested in investments in new modes. They would like to see both real alternatives for people and analysis of how Madison and Wisconsin fit into the global situation, including energy policy. Madison members also stated WisDOT should look beyond current transportation modes and technology when mapping out the next 30 years. Madison members commented on the need to look at different technologies to move people, in particular point-to-point transportation.

g. Midwest Regional Rail Initiative

Madison members asked if Connections 2030 would include discussion of the Midwest Regional Rail Initiative. WisDOT responded that it most likely would. WisDOT supports and is a part of the Initiative and Amtrak has identified a corridor in Wisconsin as a priority. WisDOT stated they were unsure how much influence Connections 2030 would have on the implementation of the Initiative.

Madison members asked a question about ownership of rail corridor right-of-way. WisDOT replied ownership along rail corridors is mixed. WisDOT owns some, but most is privately held.

h. Light Rail Funding

Madison members expressed their support for light rail. They noted the match programs for light rail funds are different than the match programs for road funds. Rail is a split of 50% federal funds and 50% local funds whereas roads (surface transportation) traditionally have a funding split of 80% federal and 20% local.

i. City of Madison Growth Issues

Michael Waidelich, principle planner for the City of Madison, gave an overview of Madison's current growth patterns and what the City staff has projected for the future. He showed a current land use map and the peripheral development plan map for the City's outlying areas. Madison projects 47,000 new residents between the year 2000 and the year 2025. They project 49,000 new jobs in the same time period. This indicates a continued increase to the number of commuters and the area of the commuter shed.

Much of Madison's new development will occur on the east side. Interstate 90/94 and Hwy 51 dissect the east side neighborhoods from the City. Madison would like to build more cross-travel options. The City has boundary agreements on the west side that limit Madison's expansion. Madison sees expanding the city boundaries as a way to influence the design of and service provision for new development.

Madison would like to achieve higher densities, but the current transportation network and lack of transportation alternatives to the automobile place constraints on achieving livable density.

The City of Madison has a goal to create neighborhood centers with mixed uses. The goal is to create places where people do not have to drive for everything.

Madison would like to see enhanced transit. The City believes mass transit still often requires cars to get to mass transit points. They would like to see mass transit built efficiently from the onset, as it is difficult and expensive to improve and add onto the system later.